



# Aiming for achievement

**On behalf of the the Achievement Scheme Review Committee (ASRC) RC Achievement Scheme Controller Duncan R McClure spells out important developments in the Achievement Scheme for 2016.**

**In recent years there have been significant developments in technologies in RC flying that are likely to have a lasting impact on our sport. The ASRC, supported by feedback from clubs and members, recognises the need to cater for these new technologies and make provision within the scheme for members, and their clubs, who choose to fly the new generations of aircraft that these advances allow.**

As a result, the ASRC has introduced some significant changes and developments within the scheme for 2016. The first of these is the introduction



of three new achievements, which will specifically cater for aircraft that feature stabilisation technologies.

The new tests will be known as Basic Proficiency Certificates, and there will be one for Fixed Wing aircraft and another for Rotorcraft (helicopters and multi-rotors). The third new achievement, will be the option for existing certificate holders of (FW or Rotorcraft) to gain an FPV Extension, where desired.

As well as allowing the use of stabilisation systems, such as three axis gyros for FW aircraft and Atti mode, GPS mode etc. for Multi-rotors, the Basic Proficiency Certificates may also be taken with aircraft of any mass ie there will be no requirement for the aircraft to be 1Kg or over. This means that the scheme will now cater for a wide range of aircraft for which there is currently no provision.

The new certificates don't change the underlying philosophy of the scheme,



which is to provide goals and challenges to encourage flyers to improve, but will operate alongside the existing certificates, to acknowledge and support the way the current 'A' and 'B' tests are often used by clubs, and others, to assess member's capabilities.

The flying elements of the new Basic Proficiency Certificates will be the same as the current 'A' certificate, for the relevant discipline. This has the advantage of familiarity for both examiners and candidates and will hopefully assist clubs in any decision making process related to granting privileges. The simple analogy is like taking your driving test in an automatic as opposed to a manual car.

Whether you take a BPC or a conventional 'A' cert depends entirely on what model you present for the test with.

If you present with a model that is <1kg, you will take a BPC, (irrespective of

